THE BOND AND SHARE SOCIETY

NEWS LETTER 2/79

Chairman:
Mr. J. P. Berthoud

Secretary and Editor of the News Letter:
Commander R. D. Ross, R.N.
Heatherdene, Blackhall Lane
Sevenoaks, Kent

Treasurer and Membership Secretary:
Mr. B. W. Mills
56 The Avenue, Tadworth
Surrey KT20 5DE

The Bond and Share Society,
Heatherdene, Blackhall Lane,
Sevenoaks, Kent.

1st May, 1979.

News Letter 2/79

Dear Collector,

General Meeting.

The minutes of the General Meeting held on 6th February are attached, together with a form for the renewal of your membership. If you have not already paid your subscription for 79/80 (either in whole or in part) please help the Treasurer by remitting this as soon as possible.

Monthly Meetings.

Regular monthly meetings have been held as advertised. Future meetings will be held at Basildon House, 7/12 Moorgate at 6 p.m. on the following dates:-

Tuesday, 1st May
Tuesday, 5th June
Tuesday, 3rd July
Tuesday, 2nd October
Tuesday, 6th November
Tuesday, 4th December

We have been privileged to have as a guest speaker:-

Mrs. Post, Archivist at the City Library, Guildhall, who gave invaluable advice on the care and custody of bonds: a summary of her talk will be included in News Letter 3/79.

Auctions

Mini auctions are held at the monthly meetings. If you wish to enter items for sale, please advise Michael Veissid, our Honorary Auctioneer, of details at least 48 hours beforehand (telephone him at Belcher Associates, Suite 352, Grand Buildings, Trafalgar Square - telephone 01-930-2887); also please try and arrive 15 minutes beforehand to give him a chance to check and display your items. Our thanks are due to Michael for helping the Society in this way - and our congratulations to him on his recent marriage.

5% of auction prices realised are deducted for the Society's Funds.

Collectors' Club in the Netherlands

A share collectors' club was formed in the Netherlands in 1978 under the name Vereniging van Verzamelaars van Oude Fondsen. By February 1979 the club had over 100 members, mainly in the Netherlands and Belgium.

The first issue of the club's quarterly magazine, December 1978, describes the club's objects and lists the names of its officers and advisers. Interesting articles describe the root of "Scripophily" and the history of certificates and bonds. Some specific bonds which are described include the Panama Canal Company 1880, the Celebes Company 1897 and the Louisiana "baby bonds" 1876, all of which are illustrated.

Publications are in Dutch. The membership fees are 10 guilders entry fee plus 25 guilders for 1979 membership. Enquiries should be sent to VVOF, Postbus 17071, 1000 NA Amsterdam.

A Form for Registering Bonds

Peter Cooper has kindly devised a form on which collectors can register items in their collection and a copy is attached. This can, of course, be amended to taste.

Criswells Currency Series, Volume II (the catalogue of Confederate Bonds)

This is now out of print. However, K.G. Morris reports that his local public lending library had no difficulty in obtaining a copy for him from the British Lending Library at the modest cost of 14p.

New Dealer

Spink & Son, 5 King Street, London, S.W.1. has started dealing in Chinese Bonds and Share Certificates.

Insurance

The Eagle Star Insurance Company, 1 Threadneedle Street, London, E.C.2. offer a special All Risks Policy for Scripophilists.

New Publication

F. Kuhlmann, Seilerstrasse 15/7, 3000 Hannover 1, W. Germany has just published Chinese Bonds and Share Certificates at DM 5. It contains 82 black and white reproductions of certificates, and some useful notes on variants.

News Letter 3/79

It is planned to issue this in early September. Please let me have your contributions not later than 1st August. Particular attention is drawn to the WANTS and FOR SALE column for which few entries are being received. One member has reported that he disposed of some £200 worth of bonds as a result of his entry in News Letter 1/79.

It is hoped to include with News Letter 3/79 a new list of members and addresses with specialisation and articles on:-

A Bond Index (to be like the F.T. 30 share index).
"The $ 15 million Loan" by Anne Marie Hendy.
Chinese Variants.
The Mississipi and Union Banks.

Yours sincerely,

Donald Ross

Hon. Secretary.

Enclosures:-

Renewal of membership form.
Minutes of General Meeting held on 6th Feb.
WANTS and FOR SALE.
Information about bonds.
Specimen Register Form

MINUTES OF THE GENERAL MEETING HELD ON 6TH FEB., 1979.

PRESENT.

The Chairman (Mr. J.P. Berthoud) and 30 members.

ELECTION OF OFFICERS.

Officers were re-elected as follows:-

Chairman:-	Mr. J.P. Berthoud
Secretary (and News Letter Editor):-	Commander R.D. Ross, R.N. Heatherdene, Blackhall Lane, Sevenoaks.
Committee Member:-	Mr. M. Moule
Auditor:-	Mr. R. Stokes

NUMBER OF MEMBERS AND CASH IN HAND.

Reported that the number of members was 180 and the cash in hand £84. Noted that this balance had only been achieved as a result of the gifts of bonds and donations which together totalled a like sum. The Chairman expressed the Society's thanks to all those who had given so generously.

THE RULES.

Approved the draft Rules which had been previously circulated and noted in particular

(a) The name of the Society will be "The Bond and Share Society."

(b) Increases in annual subscriptions from 1st April, 1979. to £4 (U.K. residents) and £5 (Foreign residents).

(c) The Society's financial year will end at 31st December.

(d) The desirability of retiring Chairmen being elected to the Committee to preserve continuity.

(e) The need for the Annual General Meeting to be held on Saturdays in future to permit the attendance of provincial members; also that the Committee will consider whether meetings should - from time to time - be held on Saturdays instead of week days for the same reason.

FUTURE MEETINGS.

Noted that if the number of members attending monthly meetings continues to increase, it might be necessary to arrange larger premises for monthly meetings. In this event regular attenders will be informed. In the meantime meetings will continue to be held as advised in News Letter 1/79 - foreign and provincial members intending to attend a meeting are advised to confirm time and place with the Secretary beforehand (telephone 01-236-1863).

WANTS, SALE AND EXCHANGE

Commander J. Theobald, U.S.N., Webbwood, 209 Blue Ridge Road, Carrboro, NC 27510

seeks a Rolls Royce share certificate

Brian Mills, 56 The Avenue, Tadworth, Surrey.

offers ... Vauxhall Bridge 1826, North American Land Co 1795, London & Birmingham Railway 1833, Commonwealth of Massachusetts 6% 1783, Highgate Archway 1813, Old Colony Railroad 1848, Republic of Texas 1840, Herne Bay Pier 1833, Paris Rentes Viageres 1783, Boston & Providence RR 1842, Boston & New York Chickasaw Land 1840 ....

In exchange for ... what have you got? ... Australian Agricultural? Strand Bridge? Sidmouth Harbour? Stockton & Darlington? South Seas ???

Donald Marks, 83-80 118 Street, Kew Gardens, NY 11415

seeks a United States Liberty Loan Bond (both coupon and registered) 1917, which depict the Bartholdi statue.

Peter Merz, Flensburger St. 22, D-2392, Glücksburg, W. Germany.

collects and buys shares and bonds of Germany, Austria, U.S.A. and attractive papers with large vignettes. He offers a list and hopes correspondents will use commemorative stamps.

Thomas S. Black, Highfield, Denton, Ilkley, W. Yorks.

seeks certificates of defunct car companies such as Bugatti and Lee France.

Justin Brooke, Chymorvah Vean, Marazion, Cornwall. (Tel: 0736-710-468)

specialises in Cornish and Devon mining companies and can offer information and expertise. He invites members to "drop in" but please 'phone first.

K.G. Morris, 56 Woodmansterne Road, Coulsdon, Surrey. (Tel:- 01-660-7684)

has for sale about a dozen Chinese and Russian bonds in very good condition, some EF, at prices between £5 and £35 each. Details including photos on request.

Direct Selling: Company - to - Collector!

The Lehigh Valley Railroad Company no longer operates a railway and is now selling off its own cancelled bond and share certificates of the 1930s/70s.

The Company was incorporated in 1846, by an Act of the Commonwealth of Pennsylvania, as the Delaware, Lehigh, Schuylkill & Susquehanna Railroad Company, taking its present somewhat more manageable name in 1853. By its centenary in 1946 the Company owned 458 miles of main line and 796 miles of branches. These were merged into the Consolidated system in the 1970s, and the

Company now operates a number of non-railway businesses - including selling its old certificates!

All the offered bonds that we have seen are of a design used in the 1930s through to the 1960s at least, with a nice steam loco vignette. Many of the shares also have steam loco vignettes, but some do not.

Certificates can be ordered from the Lehigh Valley Railroad Company, TR Dept., 415 Brighton Street, Bethlehem, Pennsylvania 18015. Prices are $ 2.50 for one, or three different for $ 5.00 (certificates chosen by them) plus 50 ¢ for postage.

Alternatively, orders from U.K. addresses can be sent with cash to the Society's Treasurer, Brian Mills, 56 The Avenue, Tadworth, Surrey, who will consolidate and deal with $ exchange. Prices from him are:-

One certificate	-	£1.50 sterling
Three certificates	-	£3.00 sterling

Closing date for orders to Brian - 21st May.

EXTRACT FROM FINANCIAL TIMES - 3 MAY, 1924:-

CONFEDERATE STATE BONDS - RIGHTS ON FUNDS RAISED IN 1861.

A meeting of the holders of Confederate States of America Bonds (1861-63) was held yesterday under the Presidency of Mr. E.J. Syer (one of the trustees of the estate of the late Mr. Marcus van Ralte, the former Chairman of the Bondholders' Committee).

The Chairman said the meeting was entitled to some explanation of the circumstances which had led up to it and proceeded to give the history of the issue of the bonds. He said that in March 1861 seven seceding States of the American Union, afterwards joined by four others, formed themselves into a Confederacy with a permanent constitution. Within 4 months they had been recognised as belligerents by the British and French Governments and by the Congress of the United States, and were thus entitled to international rights.

The Confederacy proceeded to raise funds to finance its operations by the issue of Treasury notes, and internal and external bonds. The internal bonds of dollar denominations were, of course, issued to nationals only, but a large number found their way into this country. They were of many types, with varying rates of interest, and were mostly issued by the Government, or in exchange for Treasury notes, the one outstanding exception being an issue in 1861 of $15,000,000 8% Ten-year bonds, which were subscribed in cash. These internal bond issues amounted in all to about $540,000,000 of which about $116,500,000 are now under our control.

The principal issue was one of $15,000,000 (or £3,000,000) 7% Twenty-year Cotton bonds, made in London, Paris and Amsterdam in 1863, the price to British subscribers being 90%. Before the issue was made the highest legal opinion in this country was given to the effect that it involved no infraction of international law. These bonds were redeemable, at the option of the lender, either in cash or against deliveries of cotton, at a price of 6d per pound. Naturally there was a cotton famine in Lancashire as a result of the war, and £800,000 of these bonds were redeemed against cotton during the progress of hostilities, interest on the outstanding balance being duly paid meanwhile. Of these bonds and other external issues we now hold nearly $2,500,000. In 1865, when the Confederacy collapsed, the Northern States seized and sold or burned the cotton allocated to these bonds.

A Forced Repudiation

Moreover, as a condition of the re-entry of the Southern States into the Union, they were forced in spite of their strong opposition, to repudiate liability for loans contracted during the war period, and the United States Congress, in which they were practically unrepresented, proceeded to pass the fourteenth amendment to the Constitution, enacting that "The United States or any single state shall not take over nor pay any debt or liability contracted for the purpose of supporting the insurrection or rebellion against the United States." This was ratified after a long struggle, by the necessary majority of States in June, 1866. There seemed to be no doubt that this amendment was an infringement of international law.

In May 1881, when the Southern States were recovering, the bondholders were called together, and a Committee was appointed to receive deposits of bonds and to take such action as they might consider advisable. Some $14,000,000 of bonds only were deposited with this Committee, with payment of a fee of 1s. per $500. The 8 members of that Committee are all dead long since. They seem to have taken very little action beyond the reception of the bonds, and such as they did was quite ineffective, while within 2 years their funds were exhausted.

In 1883 a syndicate of the principal holders in London was formed to provide £10,000 to prosecute the claims. The original committee was dissolved, and five trustees were appointed to represent the holders, who then exchanged their bonds for certificates of deposit issued by the National Safe Deposit Company - the certificates which they hold to-day.

Tired Holders

This syndicate took energetic action. In June 1886 a Bill was introduced into the United States Congress to permit the question to be raised by a suit in the Court of Claims - really to get the necessary permission for an appeal to the judiciary against the legislature. This effort was unsuccessful.

Holders in this country had grown tired of providing the necessary money. The last payment actually made by the syndicate to the funds was in 1888. Thereafter Mr. Marcus Ralte undertook the burden personally, and expended many thousands of pounds to no purpose. He took the place of the trustees in the agreement with the National Safe Deposit Company, and his trustees were left with that responsibility.

A resolution was proposed and seconded by bondholders authorising the delivery by the National Safe Deposit Company of the bonds deposited with them to the persons entitled thereto. Any remaining balance to be handed over to the trustees of the will of the late Mr. Marcus Ralte.

The Chairman in reply to questions, said that there was no suggestion that the Government of the United States was liable, but he was convinced that the liability of the Southern States had not been wiped out, and that if they could get permission to bring their claim before the Supreme Court of the United States there would be no doubt as to the result.

The resolution was carried unanimously.

(Reproduced by permission of the Editor of the Financial Times.)

NOTE-LIKE BONDS DEPICT 1941 CHINESE MONOPLANE

One of the most interesting series of note-like bonds issued by the Chinese Republic during its war with Japan is a 1941 set of four denominations depicting a monoplane of the Nationalist air force at center.

The notes, printed entirely in Chinese, read at top center on the face side: HANG K'UNG CHIU KUO CH'UAN (National Salvation Aviation Bonds). They are dated in the 30th year of the Republic, or 1941.

Though listed in the standard reference by Smith and Matravers, Chinese Banknotes, as numbers H4-1 through H4-4, they are not illustrated there. The $10 bond is listed in the reference as "reported" but not seen by the authors.

The authors noted this about the issue: "Bearer bonds of note-like appearance issued by the Ministry of Finance. As such, they would appear to have about the same characteristics as the Ministry of Finance's treasury notes, market stabilization currency bureau notes, special circulating notes and interest bearing notes, except that in this case the amounts are stated in United States dollars - making it seem certain the intended market was Chinese living abroad.

"Payment was promised five years after the close of hostilities."

All notes in the series are similar. They are printed on unwatermarked white paper with a note-like design on the face and a bond-like set of terms in Chinese text on back. All serial numbers are printed in red; signatures are in black, and seals are in red.

The entire series consists of:
$5,192 by 114 millimeters, blue and light green face, black and red back, H4-1.
$10, 192 by 114 mm, brown and pink face, black and red back, H4-2.
$50, 240 by 138 mm, green and yellow face, black and red back, H4-3.
$100, 240 by 138 mm, red and pink face, black and red back, H4-4.
The $100 bond is quite rare; the $50 scarce; the others are available seldom.

All the bonds bear a round, colorless embossed seal of the Nationalist Finance ministry.

Information about this series was obtained from Ward D. Smith and Don deVore. Additional information, especially as to their use and present availability, is sought by World Coin News. Iola, Wisconsin, 54945.
(Reproduced by permission of the Editor of Word Coin News).

REPAYMENT OF RUSSIAN BONDS

"The debates in the House of Lords on the subject of the refusal of some of the States of the United States of America to pay their Debts to British capitalists are interesting in so much as they throw light on the general position of the problem of Debts at the present time ...

"Lord Ponsonby stated quite clearly that he considered the unfriendly attack on the United States very awkward; at the same time, from his words, it is evident that he considers it admissible to make similar attacks when the Soviet Government of Russia is under discussion. It also cannot be ignored that if political issues - and in the case of the Soviet Government or Russia purely class issues - did not play a decisive part in the question of Debts, the representative of the British Government could, in reply to the demands of the former creditors of old Russia, give many reasons in support of the fact that payment of the Debts of old Russia cannot be demanded from the Soviet Government. In fact, all the three arguments raised by Lord Ponsonby in regard to the American Debts apply equally to the claims in respect of pre-war and war loans of the Tsarist Government."

(Translation from "Izvestya" - Official Organ of the Soviet Government - of 26th March, 1930.)

BOTTOMRY BONDS

These were bonds for sums advanced for the continuation of a voyage.

AMERICAN EXPRESS COMPANY AND THE AMERICAN MERCHANTS UNION EXPRESS COMPANY

The American Express Company was formed in 1850 with the merger of three companies, Wells and Company, Butterfield, Nasson and Company, and Livingston, Fargo and Company, with Wells as President and Fargo as Secretary. In 1852, to meet the demand for transportation to and from the gold diggings, the famous Wells, Fargo and Company was organised for express business to California. Through its friendly and intimate relations with the American Express Company, the new firm could offer quick transportation to New York and Boston and even to Europe. The failure of a competitor, the Adams Company, in 1855, left Wells, Fargo and Company in control of the field. Their expresses carried gold dust, mail packages and passengers and conducted the necessary banking business for the community. Wells was president of the company until 1868, at which time another merger resulted in a new company, the American Merchants Union Express Company, of which Fargo became president. In 1873 the name was changed back to The American Express Company.

(Reproduced from "Friends of Financial History").

SOME SPECIAL AMERICAN ISSUES TO LOOK OUT FOR

The 1792 certificate of the North American Land Co. of Philadelphia, signed by Robert T. Morris, who was also a signatory of the Declaration of Independence.

The 1881 Missouri, Kansas and Texas Railway Co. certificate issued and signed by tycoon Jay Gould.

The 1889 Newport News and Mississipi Valley Co. certificate signed by Collis Huntington of the famed "Big Four".

The certificate of The Tuolumne County Water Co. issued in 1855 at the height of California's Gold Rush to fund projects for supplying water to hydraulic mines in the area and bearing an intricate engraving depicting gold mining methods.

Ken Prag of Burlingame, California - a new member - is the lucky owner of them all.

CHINESE GOVERNMENT 5% (Lung-Tsing-U-Hai Railway) GOLD LOAN 1913

Authorised £10,000,000.
Issued £4,000,000.
The Bonds are in denominations of £20.

This loan was created in 1912, the proceeds being required for the construction of a railway from Kansub to the sea (Lung-Tsing-U-Hai).

The loan, in addition to being a direct obligation to the Chinese Government, is secured by a first charge on the railway, permanent way and rolling stock, and general assets of the Company.

The loan is redeemable at par by thirty annual drawings commencing in July 1923.

Interest (payable on 1st January and 1st July) is free of all Chinese taxation present and future, and both principal and interest are payable in London in sterling or in Brussels or Paris at the rate of exchange of the day on London.

N.B. This stock is recommended as being one of the most attractive of Chinese issues. With regard to Chinese issues generally, it should be pointed out that a slight element of risk may be said to exist owing to the fact that in the case of one of her issues (the "Marconi" Bonds) the last two coupons have not been met. In this connection, however, it should be noted that whereas the "Marconi" Bonds have no specific security, the majority of other Chinese issues (including the above) have a specific charge on certain revenues.

(J.P. Berthoud).

THE DENVER AND RIO GRANDE WESTERN RAILROAD

The original name of the company and the one found on my certificate was 'The Denver and Rio Grande Railway.'

The company was incorporated in 1870 and conceived as a narrow gauge (then 3'0") trunk line from Denver, Colorado; to Mexico City, Mexico. The route was projected along the Rio Grande del Norte; hence the original name. The course of the railroad was turned westward through the Royal Gorge to tap the headville mining district; by 1883 the narrow gauge line was completed between Denver and Ogden, Utah, with branches reaching into the mountains wherever mining development demanded transportation. The relief in the certificate reflects this preoccupation with the mining community with a picture of men hewing out the natural rock. The Royal Gorge route, a through standard gauge (4'8½") line, Denver to Ogden, via Tennessee Pass (10,240 feet); 782 miles, supplemented the narrow gauge line in 1890, as the RIO GRANDE became an integral part of several transcontinental systems. Remaining narrow gauge are 686 miles of track, all in south-west Colorado; longest in the United States, these lines are the model for all similar operations in the World. The Moffatt tunnel route, shortening RIO GRANDE'S Denver - Salt Lake City distance to 570 miles, in 1934 strengthened the roads position as a transcontinental route by utilising the 6.2 mile bore through the Continental Divide 50 miles from Denver.

The RIO GRANDE operates 2,566 miles in Colorado, Utah and New Mexico. This information is correct up to 1945; does anyone know what has happened since?

(T.J. Robson, 106, Burntwood Lane, Caterham, Surrey).

THE OLDEST BOND

Are you aware that at the last New York World's Fair, the Swedish Pavilion had on exhibit what it described as the world's oldest stock certificate in a still existing company, representing a share in Stora Kopparberg of Falun, Sweden? The document (in medieval Latin) is dated 16 June, 1288. Some question may be raised as to whether it can fairly be called a "stock certificate," but it is the earliest document so characterized which has come to my attention

(George D. Hornstein, Murry and Ida Becker Professor Emeritus of Law, Room 306, Faculty of Law, New York University, 40 Washington Square South, New York, N.Y.10012).

CHINESE 8% TREASURY NOTES 1925/29 ("VICKERS ISSUE")

On 1st October 1919 Vickers Limited entered into a contract with the Chinese Government for the supply of 40 Vickers Vimy Commercial aircraft, 35 Vickers V.I.M. advanced trainers and 20 Avro 504K elementary trainers, together with spare parts and airfield equipment, to meet a programme for an air transport network throughout China.

In order to finance the contract, the Chinese Government issued to Vickers Limited a series of Treasury Notes to the nominal value of £1,803,300, (subsequently £100 was cancelled leaving £1,803,200.) Vickers in turn entered into an agreement with Kleinwort Sons & Company whereby the Notes would be offered in London for sale by public subscription. The issue price was £98 per £100 Note, Vickers agreeing to accept £91.10.0 with the balance retained by Kleinworts as their commission.

The first two Vimy Commercial aircraft were shipped on 29th May 1920 to Shanghai aboard the s.s. Glenamoy (value £11,500 each). The remainder of the aircraft followed, but it is believed that very few were ever erected and flown. The others were still in their crates on the quayside at Shanghai when last seen there in the middle-1920s.

The Treasury Notes were a direct obligation of the Chinese Government. Interest was duly paid until April 1922 when payments ceased. Similarly no repayment of capital was made by five annual instalments at the due dates between 1925 and 1929.

In 1926 the holders of the Treasury Notes (and holders of a similar "Marconi" issue) appointed a committee to press their claims before the Chinese Government. Eventually in 1936 it was possible to come to an agreement for the resumption of service on the basis of all arrears of interest to 30th June 1936 being cancelled, with future interest payments being 1½% for the first year, increasing by ¼% each year up to 3% at which rate the interest was to remain fixed. Amortisation of principal would commence in 1941 at the rate of 1% per annum for the first three years, increasing at intervals until the whole of the Notes were paid off by 1975 at their full face value. The revised basis of interest was paid until 31st December 1938 when it ceased and has not been resumed.

The Notes are still quoted on the London Stock Exchange. They remain the responsibility of the Chinese Government, Vickers Limited being in no way involved.

(Acknowledgement is made to Mr. H.E. Scrope of Vickers Ltd.)

THE MOST EXPENSIVE BOND?

The Evening Standard of 19th February has reported the sale of a £500 Chinese Gold Loan Bond of 1898 issued by the Deutsch-Asiatische Bank for the sum of £5,000.

RUSSIAN BONDS

Russian Bonds must provide one of the best fields for a collector. Towards the end of the last century, the credit-worthiness of the Tsarist Empire was second to none and the whole of Europe, led by the international banking houses, fell over them-selves to lend money to Russia. These loans were later converted into Bonds as the repayments fell due.

Russia, with its vast Siberian territories, was undoubtedly the land of the future; repayment periods for loan stocks was often between 50 and 70 years, with the clear intention of full cash redemption upon maturity. As a result of the Revolution, however, the vast majority of loans remain unredeemed.

Among the older issues are some interesting documents; bonds with alternative currency options, for example, which we might consider a modern sophistication, were very common from the turn of the century.* What is also interesting is that even at the time of the First World War, not a single issue was convertible into US dollars. There were issues which in today's terms would be considered 'large': e.g. a 5% Russian State Loan of 1906 had a nominal capital of 843,750,000 Roubles - the equivalent of £89,325,000! Nowadays a loan of this magnitude, with a repayment period of 50 years, is practically unthinkable.

Worker participation was also quite common among Russian companies by the 1890's. The 1912 Articles of Association of the St. Petersburg Discount Bank, to quote but one example, proposed that, after payment of the 6% dividend, a 7½% profit distribution go to the employees.

* To quote but one example, the 1912 4½% Imperial Russian Government Peasants Land Bank Loan Stock was offered to be redeemed as either 150 Roubles, 400 French francs, 323.20 German marks or £15.17.7½d. at the discretion of the stockholder.

(With acknowledgements to the House Journal of the Union Bank of Switzerland).

BEWARE OF FACSIMILES!

Facsimile share certificates are now being sold by Time-Life Books in conjunction with the American Bank Note Company. They are printed (indirectly) from American Bank Note Company's original nineteenth century plates.

Represented are the Kansas City Elevated Railway Co., the Last Chance Mining and Milling Co., the Minnesota Mining Co. and the Tombstone Mill and Mining Co.

Time-Life are marketing these certificates as part of a series of ABN Co. facsimiles including bank notes, cheques, drafts, labels, military money and railway passes. The first group contains seven varied items at a total price of $ 14.95 plus postage. Some, at least are printed on card.

The U.S. Hobby Protection Act requires all these items to be clearly marked as facsimiles, and this is printed on the reverse.

(B.W. Mills.)

STOCKTON AND DARLINGTON RAILWAY

It is likely that the certificate depicted on the cover was issued for the acquisition of one of four neighbouring railways following the Stockton and Darlington Amalgamation Act of 1858.

The bridge in the vignette is the Skerne Bridge which featured also in the well known lithograph of the railways' opening day in 1825. Just beyond the bridge is shown the Railway Mill in Northgate, owned by the family of Edward Pease, who was one of the driving forces behind the formation of the railway. The train shown here is of the 1840s/50s. The same vignette was used on certificates of 1855.

The Stockton and Darlington Railway was incorporated by an Act of 1821 following the efforts of a committee first formed in 1810 and led by Edward Pease against the views of Lord Darlington. A share certificate dated 25th July, 1823 in the Science Museum, London, shows horse drawn freight wagons. Pease brought George Stephenson from Killingworth Colliery and in 1825 the Stockton and Darlington Railway opened as the first public railway using steam locomotion - although initially passenger traffic was horse drawn.

In 1863 the Stockton and Darlington Railway was merged into the North Eastern Railway but retained a separate committee of management until 1876.

(B.W. Mills .)

FORT WAYNE, CINCINNATI AND LOUISVILLE RAILROAD, ETC.

There is a fairly rare American share certificate from the pioneering days of the American railway system and which has a vignette which summarises most succinctly the history of that epoch.

The 11 x 5cm oval vignette depicts three steam trains, a bridge, a river with paddle steamer and a village in the background. In the foreground are two surveyors and over to the left of the picture are three workers laying a new length of track. In the middle distance between these two groups of people, are three Indians, taking cover in a hollow.

It is well known that during the second half of the nineteenth century, the railway barons drove their new routes quite ruthlessly through the native Indian territories. Subsequently, the State confiscated the land and presented it to the railway companies by way of encouragement of their enterprise. The indigenous Indian tribes were mercilessly repulsed and decimated through their endeavours to halt this process.

The surveyor in the vignette is pointing not his gun, but a theodolite at the three redskins and this is apparently sufficient to scare them into taking cover.

There must be few railway share certificates that tell so much, so poignantly, in so small a space. The vignette is depicted on the 'Fort Wayne, Cincinnati + Louisville Railroad Company' 1890 Certificate, printed by the American Bank Note Company. The 'Keokuk + Des Moines Railway Company' uses the same motif, but moved slightly to the right, showing a bend in the river, a second village and a rising sun. The railway workers are off the picture, but the three Indians remain in their hiding place. This share was printed by the Continental Bank Note Company, and one wonders if the original engraving was purchased or borrowed.

/ The ...

The entire view, combining both vignettes and indeed depicting a total of five workers on the group on the left, can be seen on the 'Duluth + Winnipeg Railroad Company' $ 1,000 6% Mortgage Bond of 1st November 1881 printed by the ABN Co. and measuring in all 15 x 6 cm.

(Translated from Theodor Isler's Catalogue dated October 1978)

LOANS OF THE ROYAL BULGARIAN GOVERNMENT

There has been considerable activity in the Bulgarian loans, and I thought it might be helpful if I put a few facts (and the odd estimate) down on paper for you to read. The Country's debt history commenced in 1892 while the 1926 and 1928 loans, were in fact, re-organisation settlement loans.

The debt record has not been good, although the U.K. is now the only Country that has neither agreed a settlement to date, nor received any payment. In 1955, France joined her Continental cousins in concluding an agreement for final settlement, and in 1956 the U.K. Custodian of Enemy Property distributed 8d per £1 stock against frozen assets.

During 1978, the U.S.A. announced a settlement involving a 2½% payment of the American tranches of the 1926 and 1928 issues (with which the following statistics are not concerned) as a first step, and possibly more will follow. No doubt the U.K. will agree some basis of settlement with Bulgaria, but if I had to name a price, I would gues 10%!

One aspect the history student should not ignore, is the development from principality to socialist state while the artist on examining actual bonds, will note the improvement in design as Bulgaria moved from East to West, in search of funds. The 1926 and 1928 bonds are probably best known to the collector but my personal choice would be the 1909 issue, with an attractive vignette common to all four denominations, which are coloured brown, pink, pale green and yellow respectively.

Kingdom of Bulgaria.

4½% Gold Loan 1909, (Schroder, Wagg)

Issued	100,000,000 Frcs.(£3,960,000)			
	Bearer Bonds of £19.80, Frcs 500, Kr. 476,			
	Mks 405 or Fls 240 or equivalent, as follows			
Denom	£19.80	£99	£198	£396
	60,000	10,000	5,000	2,000
Outstanding	74,783,000 £2,961,406)			
" " " (ex Bulgaria)	20,092,520(£795,663)			

Estimated number of bonds outstanding ex Bulgaria on basis of issues adjusted pro rata to capital reduction.

12,020	2,005,	1,004	401

The League of Nations Loans. Sterling Only

7% Settlement Loan 1926. (Schroder Wagg)

Issued	£2,400,000 (bonds to bearer)		
Denom	£1,000	£500	£100
	467	868	14,990
Outstanding	£1,321,000		

Estimated number of bonds outstanding adjusted pro rata to capital reduction.

	257	447	8250

7½% Stabilisation Loan 1928 (Schroder, Wagg)

Issued	£1,800,000 (bonds to bearer)		
Denom	£1000	£500	£100
	408	847	9685
Outstanding	£1,002,000		
Estimated	227	471	5391 (as for 1926)

5% Government Gold Loan 1902 (Stern Bros. London)

Issued £106,000,000 (£4,197,600)

212,000 Bearer Bonds issued of £19.80. 500 Frcs. Rbls 187½. Mks 405. Aust. Kr. 476. Fls 240 and G. Leva (or multiples of 5 thereof).

Outstanding	75,465,500 (£2,988,434)
" " " (ex Bulgaria)	23,860,000 (£954,400)

Estimate of bonds outstanding (ex Bulgaria)

47,720

5% Government Gold Loan 1904 (Banque de Paris et Pays-Bas)

Issued 100,000,000 (£4,000,000)

200,000 Bearer Bonds issued of 500 Frcs. with equivalent UK £, D Fls. G. Lev. Rbls. Mks. Kr.

Outstanding	74,440,500 (£2,977,620)
" " " (ex Bulgaria)	16,005,000 (£640,200)

Estimate of bonds outstanding (ex Bulgaria)

32,010

4½% Government Gold Loan 1907 (Stern Bros. London)

Issued	145,000,000 (£5,800,000)
290,000	Bearer Bonds issued of Frcs. 500 and as for 1904 Loan
Outstanding	117,038,000 (£4,681,520)
" " " (ex Bulgaria)	33,654,000 (£1,346,160)

Estimate of bonds outstanding (ex Bulgaria)

67,308

Principality of Bulgaria

6% State Mortgage Loan 1892 (Grindlays Bank)

Authorised	142,780,000 Francs.		(£5,711,200)	
Issued	124,962,500 "		(£4,998,500)	

Bearer Bonds issued as follows:-

Denom	£20	£40	£100	£500
	61,550	30,005	24,000	1,760

(with equivalent Mks 405, Aust. G.Fl. 200 per 500 Frcs; also 500 Frcs).

Outstanding	6,460,000 Frcs (£258,400)
" " " (ex Bulgaria)	2,211,500 Frcs (£88,460)

5% State Loan 1896 (Societe Generale, Banque Nationale de Paris).

Authorised and Issued. Not known.

Outstanding (ex Bulgaria) Francs. 1,052,000 (£26,300).

Only dealt in on Continent.

(J.P. Berthoud).

PROPOSED REGISTER PAGE

COUNTRY OF ORIGIN: RUSSIA

DESIGNATION OF BORROWER: CITY

ISSUE DATE: 1912

FULL DESCRIPTION: NICKELAEV 5% GOLD LOAN 1912

TWENTY POUNDS NOMINAL

BREAKDOWN OF DENOMINATIONS:

£20	(6475)	0001 - 6475
£100	(3862)	0001 - 3862
£500	(261)	0001 - 0261

TOTAL ISSUE: £646,200 AMOUNT OUTSTANDING: £655, 240

ENGRAVER: WATERLOW

CONDITION: VERY FINE (STANLEY GIBBON DEFINITION)

CATALOGUE NO: NO KNOWN SOURCE

COST: PAR 3.11.78.

HISTORY:

- 1st UNPAID COUPON NO. 11 DATED 15. 1.18.
- PAYING AGENTS NATIONAL WESTMINSTER BANK AND ROYAL BANK OF SCOTLAND.
- SINKING FUND ON SEMI ANNUAL BASIS.

3.4.79.